



**City Summary Crash Report**

**1/1/2019 to 12/31/2021**

City : Flat Rock | \*See Notes at End of Report.

Flat Rock	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>WEATHER CONDITION</b>											
Clear	16	0	2	14	20	0	2	1	1	0	21
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>TYPE OF CRASH</b>											
Animal	11	0	0	11	11	0	0	0	0	0	14
Fixed Object	1	0	0	1	1	0	0	0	0	0	1
Front to Rear	1	0	1	0	2	0	1	0	1	0	1
Sideswipe Opposite Direction	2	0	0	2	4	0	0	0	0	0	4
Turning	1	0	1	0	2	0	1	1	0	0	1
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>



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<b>CLASS OF CITY</b>											
0 TO 2,500	16	0	2	14	20	0	2	1	1	0	21
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>ROAD SURFACE CONDITION</b>											
Dry	14	0	2	12	18	0	2	1	1	0	19
Wet	2	0	0	2	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
(UNK)	4	0	0	4	5	0	0	0	0	0	0	5
Rural (UNK)	2	0	1	1	3	0	1	0	1	0	0	2
Rural Local Road or Street	2	0	1	1	3	0	1	1	0	0	0	2
Rural Minor Arterial	2	0	0	2	2	0	0	0	0	0	0	2
Rural Other Principal Arterial (PAS)	6	0	0	6	7	0	0	0	0	0	0	10
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>

**DAY OF WEEK**

Sunday	3	0	1	2	4	0	1	1	0	0	0	3
Monday	1	0	0	1	2	0	0	0	0	0	0	2
Tuesday	4	0	0	4	4	0	0	0	0	0	0	7
Wednesday	1	0	0	1	1	0	0	0	0	0	0	1
Thursday	2	0	0	2	2	0	0	0	0	0	0	2
Friday	4	0	1	3	6	0	1	0	1	0	0	5
Saturday	1	0	0	1	1	0	0	0	0	0	0	1
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>TRAFFICWAY DESCRIPTION</b>												
T-Intersection		1	0	1	0	2	0	1	1	0	0	1
Not Divided		15	0	1	14	18	0	1	0	1	0	20
<b>TOTALS</b>		<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>TIME OF DAY</b>												
04 AM	1	0	0	1	1	0	0	0	0	0	0	1
05 AM	1	0	0	1	1	0	0	0	0	0	0	1
06 AM	2	0	1	1	3	0	1	0	1	0	0	2
07 AM	1	0	0	1	1	0	0	0	0	0	0	1
08 AM	1	0	0	1	1	0	0	0	0	0	0	1
09 AM	1	0	1	0	2	0	1	1	0	0	0	1
11 AM	1	0	0	1	1	0	0	0	0	0	0	1
4 PM	1	0	0	1	1	0	0	0	0	0	0	1
5 PM	1	0	0	1	1	0	0	0	0	0	0	4
6 PM	3	0	0	3	5	0	0	0	0	0	0	5
8 PM	2	0	0	2	2	0	0	0	0	0	0	2
9 PM	1	0	0	1	1	0	0	0	0	0	0	1
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	
<b>LIGHT CONDITION</b>											
Darkness	5	0	1	4	6	0	1	0	1	0	5
Darkness, Lighted Road	2	0	0	2	3	0	0	0	0	0	3
Dawn	2	0	0	2	2	0	0	0	0	0	2
Daylight	5	0	1	4	7	0	1	1	0	0	6
Dusk	2	0	0	2	2	0	0	0	0	0	5
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>ROAD DEFECTS</b>											
No Defects	15	0	2	13	19	0	2	1	1	0	20
Unknown	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>



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<b>TRAFFIC CONTROL</b>											
Delineators	2	0	0	2	2	0	0	0	0	0	5
No Controls	13	0	1	12	16	0	1	0	1	0	15
Stop Sign	1	0	1	0	2	0	1	1	0	0	1
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>ROADWAY FEATURE</b>											
Not Applicable	16	0	2	14	20	0	2	1	1	0	21
<b>TOTALS</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>



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### Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.